

South Segment: Construction Update #4

The Local Economic Impact of the I-15 Express Lanes Project

By Gustavo Dallarda, Corridor Director

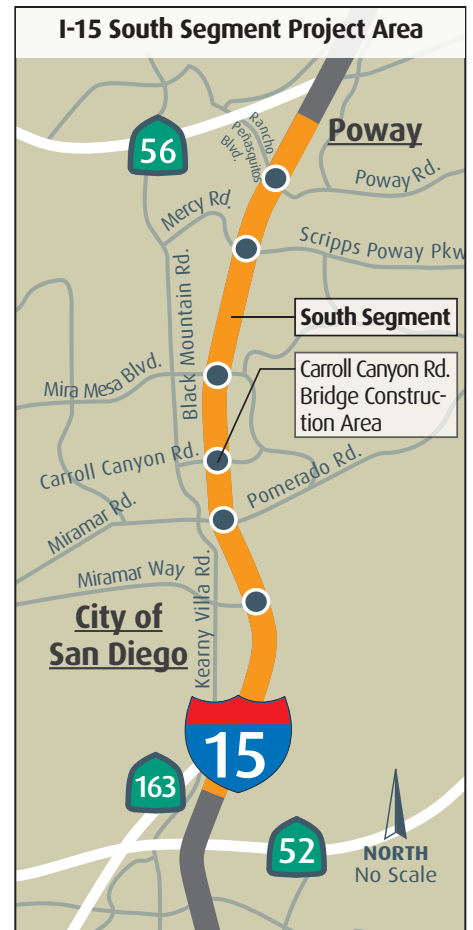
Since the beginning of 2009, more than \$74 million of federal, state and local funds have been invested in constructing the South Segment of the Interstate 15 (I-15) Express Lanes Project. Upon completion in 2012, the total construction capital cost of the South Segment is expected to be \$350 million.

This important investment in transportation is not only critical for relieving congestion along the rapidly developing I-15 corridor, it is also a major contributor to the local economy.

According to Governor Arnold Schwarzenegger, every billion dollars spent on construction produces approximately 18,000 jobs. This means approximately 6,000 construction related jobs will be generated over the lifetime of the South Segment of the I-15 Express Lanes project.

The contribution to the economy does not stop with construction. Once completed, businesses that depend on sending and delivering goods will benefit from more reliable transportation times along one of the region's major trade corridors. Commuters will also experience more convenient travel options to and from work.

Please read on to learn more about our progress in your community.



(Top-left) Demolition and reconstruction of the Carroll Canyon Road bridge is necessary to accommodate the new I-15 Express Lanes. (Bottom-left) Work on a retaining wall at Maya Linda Road: I-15 construction creates approximately 6,000 jobs in the South Segment. (Right) Map of the I-15 South Segment Project Area.

Bridge and Ramp Reconstruction Work Needed to Make Room for the New I-15 Express Lanes

Before work can begin to construct the Express Lanes in the median of I-15, the freeway must be widened in several areas. Expanding the freeway requires the reconstruction of many bridges and ramps to create the necessary space for the new Express Lanes.

In the South Segment, the Carroll Canyon Road bridge and the Poway Road/Rancho Peñasquitos Boulevard bridge are currently being reconstructed. To allow traffic to flow across the bridges during this work, traffic was shifted to one side of each bridge while the opposite side was demolished. Once

reconstruction is complete, traffic will shift to the newly constructed side so that the opposite side of each bridge can be demolished and rebuilt.

While bridge reconstruction progresses, on and off-ramp reconstruction is also underway. The northbound on-ramp at Miramar Road was closed on May 11 for six weeks. This closure allows construction crews to widen the freeway and rebuild the on-ramp. Additionally, the northbound on-ramp from westbound Pomerado Road will be closed to traffic for approximately 20 days starting in early July. Reconstruction of this ramp will complete the

ramp work on the west side of the Pomerado Road/Miramar Road overpass.

All of this work can lead to temporary increases in congestion and delays, so Caltrans is making every effort to complete these projects as quickly as possible. We appreciate your patience and ask that you follow the signed detours during construction. By following the recommended detours, you are also reducing congestion in areas that are already impacted by construction. Construction advisories with detour information are posted online in the I-15 newsroom at www.keepsandiegomoving.com.

June 2009

Caltrans and Community Work Together to Minimize Direct Access Ramp Traffic Impacts



I-15 Corridor Project Manager Andrew Rice meets with Mira Mesa Community Planning Group members to discuss the Mira Mesa/Scripps Ranch Direct Access Ramp.

Building successful partnerships with community stakeholders is this project team's goal. The recent selection of Hillery Drive as the Direct Access Ramp (DAR) location created a new opportunity to partner with the community.

In April 2009, the final Environmental Impact Report (EIR) for the Mira Mesa/Scripps Ranch DAR was released. The report announced Hillery Drive as the preferred location for the DAR. Caltrans is working with the Mira Mesa Community Planning Group, the City of San Diego, and residents to identify traffic calming opportunities in the area surrounding the DAR.

Construction Update: Retaining Wall Construction Active in the I-15 South Segment

Retaining walls are built before the construction of the Express Lanes in the median of I-15 can begin. Some of the most visible retaining wall work is located along the freeway at Maya Linda Road and at Mercy Road:

► Maya Linda Road Retaining Wall:

Before construction of the retaining wall along Maya Linda Road could be completed, a 36-inch diameter water line needed to be relocated. The project was delayed when crews discovered that the soil under the street was saturated with ground water due to a leaking pipe. Excavation to rebuild the new water line could not occur without first pumping out the excess water from the ground and replacing the pipe.

The contractor's crews worked up to 12 hour shifts to recuperate some of the time lost because of the saturated soil. Eventually the new waterline was completed at the end of May, allowing

the continuation of the new retaining wall that was in conflict with the old waterline. Once complete, the retaining wall will be approximately 2,000 feet long, and vary from 12 to 38 feet in height. Additionally, there will be a sound wall on top of the retaining wall (see photo to right). Retaining wall work on Maya Linda Road is expected to be completed by the end of summer 2009.

► Mercy Road Retaining Wall:

Before any retaining wall work could begin along Mercy Road, rock excavation was necessary to remove more than 60,000 cubic yards of rock from the hillside – equivalent to the weight of approximately 30,000 Ford F150s. Once completed at the end of July 2009, the retaining wall will be approximately 2,400 feet long and range from 4 to 30 feet in height. Additionally, there will be a sound wall on top of more than half of the retaining wall.

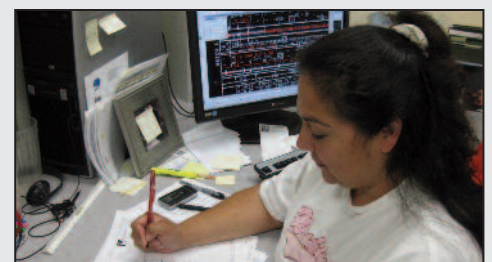


Looking north on Maya Linda Road at retaining wall construction along the west side of I-15.

Question of the Quarter

What is Caltrans doing to expedite construction of the I-15 Express Lanes?

The I-15 Express Lanes is a design sequencing pilot project in California. The purpose of design sequencing is to accelerate project delivery. Design sequencing allows a project to go out to bid with a minimum of 30% of the completed plans. Design sequencing allowed construction to break ground on the Middle Segment in 2003, allowing a half billion dollars of improvements to be designed and constructed in just five and a half years while design work was being completed on the North and South Segments.



Design team member Karina Cantero-Angel works on finalizing portions of the I-15 project while other portions are in construction.